

Dec: Claw, CJS
2. Schedule mtg
file

GEORGETOWN POWERPLANT MUSEUM

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CYNTHIA STEWART
AIRPORT MANAGER
KING COUNTY INTERNATIONAL AIRPORT
BOEING FIELD
DEPT. OF CONSTRUCTION AND FACILITIES MANAGEMENT
7233 PERIMETER ROAD
PO BOX 80245
SEATTLE, WA. 98108

RECEIVED

OCT 28 1997

KING COUNTY
INTERNATIONAL AIRPORT

October 26, 1997

Dear Cynthia Stewart,

The Georgetown Powerplant Museum Board of Directors requests a meeting with the KCIA Administrators accountable for the KCIA Master Plan Proposed Alternative 4, to address the apparent adverse effect this will have on the Steam Plant as well as the implementation of amending Alternative 4 to preserve and maintain easements necessary for plant operations as per Chapter 25.12 of the Seattle Municipal Code (Ordinance 106348).

In addition, the Georgetown Powerplant Museum Board of Directors requests a 2 (two) month extension of the October 31, 1997 comment period deadline to acquire more information and identify problems and solutions concerning the impact Alternative 4 will have on the Georgetown Steam Plant, a National Historic Landmark, a State Historic Landmark and a City of Seattle Historic Landmark.

The Georgetown Powerplant Museum Board of Directors read through the King County International Airport/Boeing Field Development of Alternatives Technical Paper and the King County International Airport/Boeing Field September 1997 Recommended Development Plan Working Paper. There is very little language in the Recommended Alternative 4 regarding the impact on the Georgetown Steam Plant. The following excerpt is from the Recommended Plan: 1) "... In addition, compatibility with surrounding land uses (both on-airport and off-airport) is a critical site layout and design aspect." (page A4). Following are excerpts from the Alternative Technical Paper: 2) "... Historical Sites. The known historic resources listed on the National Register of Historic Places at KCIA are the City Light Steam Plant, located at the north end, and the "Red Barn" where the museum of flight is located, at the southwest edge of the airport. None of the alternatives would impact these sites." (page 58) 3) "... Historical Sites where known, are not impacted." (page 59) 4) "... Impacts to earth are expected to be insignificant." Enclosed you will find a photocopy of pages A4, 58, and 59.

The Georgetown Powerplant Museum Board of Directors disagree with these statements. Enclosed you will find a copy of the picture of the Conceptual Development Plan. (Page A9 of the KCIA Master Plan). It clearly shows the proposed taxiway cutting across Warsaw, 13th Avenue, and Greely Road: the three access roads into the Steam Plant. In addition, although the steam plant utility line is not shown on the map, the proposed taxiway will cut across the utility line which provides power to the Steam Plant. Warsaw, 13th Avenue, Greely Road and the utility line have been highlighted for easy identification, on the enclosed map, taken from the KCIA Recommended Plan, (page A9).

Enclosed you will find a photocopy of Ordinance 111884 relating to historic preservation, imposing controls upon the Georgetown Steam Plant. The Georgetown Steam Plant is designated a Landmark by the Landmarks Preservation Board under Chapter 25.12 of the Seattle Municipal Code (Ordinance 106348). In addition, enclosed is a photocopy of

KCSlip4 34848

SEA401395

The City of Seattle Landmarks Preservation Board July 29, 1981 Report on Designation. The following excerpt is taken from The Report on Designation, page two, "... At the Hearing held on 15 July 1981 the Seattle Landmarks Preservation Board voted to approve the designation of subject property as a City of Seattle Landmark based upon satisfaction of the following criteria of Ordinance 106348: The features and/or characteristics to be preserved include: The entire structure, together with preservation and maintenance of the pumping station, the discharge flume, and easements necessary for plant operations..." Since the Mission of the Georgetown Powerplant Museum is to preserve, maintain and operate the Georgetown Steam Plant as a dynamic museum and teaching facility, plant operations include frequent traffic to and from the Steam Plant as well as occasional heavy traffic for long periods of time during teaching and dynamic events. Traffic will continue to increase in proportion to additional classes held at the plant. If a taxiway is built upon all egress and access to the Steam Plant, this appears to be in violation of the Ordinance 106348 criteria of preserving and maintaining easements necessary for plant operations. In addition, the potential for aircraft-motor vehicle accidents while aircraft is taxiing across Steam Plant easement property during dark Winter evenings when students are trying to gain access into the Steam Plant, is a safety concern of the Board of Directors of the Georgetown Powerplant Museum. In addition, because it appears that the utility line to the Steam Plant is in the direct path of aircraft traveling on the proposed taxiway, there is a potential for the Steam Plant to lose lights, heat and hot water. Apparently, the adverse effect this would have on the Steam Plant would be in violation of Ordinance 106348. No language has been identified in the KCIA Master Plan addressing this possibility.

In addition, if the ground is altered in close proximity to the Steam Plant, this may adversely effect the Steam Plant drainage. The Georgetown Steam Plant is located on City Light property, separate from the King County International Airport property. Consequently, the Georgetown Powerplant Museum is not a tenant of King County International Airport. Therefore any agreement KCIA has with their tenants concerning the tenants' responsibilities regarding drainage as a consequence of any action taken by KCIA does not apply to the Georgetown Steam Plant and the Georgetown Powerplant Museum.

I will call you this week to set up an appointment for a meeting. We trust that we will receive a response to our requests at your earliest convenience.

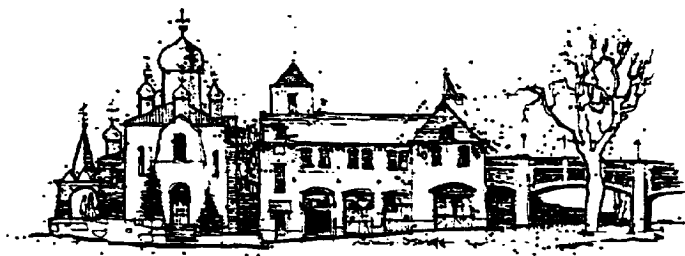
Sincerely,



Lilly Tellefson
Director, GPM

cc:

Norm Rice, City of Seattle Mayor
City of Seattle Councilmembers
Gary Zarker, Superintendent, Seattle City Light
David Flores, Senior Real Property Agent, Seattle City Light
Melinda Nichols, Director of Facilities, Seattle City Light
Hank Florence, Dept of the Interior, National Park Service, National Historic Landmarks
Don Gentry, Department of Construction and Land Use, Chief Boiler Inspector
Dwight Pelz, King County Councilmember
Charles Payton, Community Museum Advisor, King County
Velma Veloria, State Representative
Mark Higgins, Seattle PI



The City of Seattle

Landmarks Preservation Board

400 Yesler Building Seattle, Washington 98104 • (206) 625-4501 LPB-222/81

REPORT ON DESIGNATION

July 29, 1981

Name of Property: Georgetown Steam Plant

Legal Description:

Part of Tracts "B", "C" and "D", all of Tracts "E" and "F" and part of Tracts "G", and "I" Queen Addition to the City of Seattle, Supplemental, according to plat thereof recorded in Volume 10 of Plats, Page 29, Records of King County, Washington; also a part of that certain tract of land (commonly known as "Ada M. Blackwell Tract") conveyed by Winifred Abbott to the Seattle Electric Company by deed of record in the office of the County Auditor of King County under Auditor's File Number 384709 in Volume 445 of Deeds, on Page 390; also a part of the north half of the filled bed of the Duwamish River in Sections 28 and 29, Township 24 North, Range 4 East, W.M., and of vacated 14th Avenue South lying within said north half of the filled bed of the Duwamish River; also a part of an irregular strip of land in said Sections 28 and 29 which is bounded on the southerly side by the northerly line of the northerly half of the filled bed of the Duwamish River, and bounded on the northerly side by the southerly line of Tracts "D", "E", "F", "G", "H", and "I", of said Queen Addition to the City of Seattle, Supplemental, and by the tract of land hereinbefore mentioned, commonly known as "Ada M. Blackwell Tract", this irregular strip including all lands lying between the boundaries described above.

Said land being more particularly described as follows: Beginning at a point on the northwesterly line of Tract "B" of the said Queen Addition to the City of Seattle, Supplemental, distant 100 feet southwesterly from the most northerly corner of said Tract "B" of said Queen Addition to the City of Seattle, Supplemental; thence northeasterly along the northwesterly line of Tracts "B", "C", "D", "E", "F" and "G" of said Queen Addition to the City of Seattle, Supplemental, to the northerly line of Tract "G" of said Queen Addition to the City of Seattle,

Supplemental; thence easterly along the northerly along the northerly line of Tract "G" of said Queen Addition to the City of Seattle, Supplemental, to a point where said line is intersected by the southwesterly line of the former right of way of the Oregon and Washington Railroad and Navigation Company, from which point the northeast corner of Tract "H" bears South $89^{\circ}53'56''$ East, a distance of 144.69 feet; running thence South $43^{\circ}27'31''$ East along said right of way line 28.53 feet to a point of curve; thence continuing along said right of way line, along a curve to the left having a radius of 1463.00 feet, a distance of 233.98 feet to a point; thence South $39^{\circ}01'$ East deviating westerly from said right of way line, a distance of 52.975 feet to a point of curve; thence on a curve to the left having a radius of 280.53 feet, a distance of 225.11 feet to a point of intersection with the said right of way line; thence South $60^{\circ}37'47''$ East along said right of way line to a point of intersection with the southerly line of said Ada M. Blackwell Tract; thence westerly along the southerly line of said Ada M. Blackwell Tract to the southwest corner of said Ada M. Blackwell Tract; thence South $51^{\circ}00'$ West to the northerly line of the northerly half of the filled bed of the Duwamish River; thence continuing South $51^{\circ}00'$ West 143.26 feet to the southerly line of the northerly half of the filled bed of the Duwamish River; thence North $70^{\circ}00'$ West 115.00 feet along said southerly line; thence West 170.00 feet along said southerly line; thence South $57^{\circ}41'06''$ West 500.00 feet along said southerly line; thence South $69^{\circ}35'00''$ West along said southerly line to a point which bears South $33^{\circ}36'10''$ East from the point of beginning; thence North $33^{\circ}36'10''$ West 514 feet, more or less, to the point of beginning; except any portion thereof in 15th Avenue South as conveyed to the City of Seattle by deed recorded June 29, 1916 under Auditor's File No. 1068628.

At the Hearing held on 15 July 1981 the Seattle Landmarks Preservation Board voted to approve the designation of subject property as a City of Seattle Landmark based upon satisfaction of the following criteria of Ordinance 106348:

The features and/or characteristics to be preserved include:

The entire structure, together with preservation and maintenance of the pumping station, the discharge flume and easements necessary for plant operations; and, further, maintenance in working order of all existing parts of the entire steam producing and electricity generating systems within the plant, including all mechanical and electrical components, supports, auxiliary machinery and such decorative features as original meter, panels and gauges, including also the Greely Substation.

Designation was approved based upon satisfaction of the following criteria of Ordinance 106348:

Report on Designation
Page three.

Section 3.01 (3) It is associated in a significant way with a significant aspect of the cultural, political, or economic heritage of the community, city, state or nation.

The successful development of a powerful steam turbine came during a very opportune period in the history of electric utilities. The growing demand early in this century for electricity had already exceeded the production capability of conventional reciprocating steam engines where hydroelectric power was unavailable as an alternative source. This development was a major contribution toward the general availability of low cost electric power. The subject plant with its Curtis steam turbines was built and originally operated by Seattle Electric Company, a merger of several of Seattle's small and fiercely competitive electric utilities. Through their pioneering use of the Curtis system, low cost electric power was available on the local scene, presumably for the first time.

Section 3.01 (4) It embodies the distinctive visible characteristics of an architectural style, or period, or of a method of construction.

The building itself is an unusually early (especially for this region) use of unadorned and uncovered reinforced concrete. The use of this material as a basic building material had been essentially forgotten since the Romans until the first decade of this century in this country and in some European countries, and more particularly rediscovered by architects (F. Ll. Wright, A.G. Perret, Mendehlsson, etc.). Seattle, strangely enough, was in the vanguard of the use of this new/old building material (Lake Union steam plant, Queen Anne Walls, Arboretum aquaduct, Pike Place Market, to name a few). The building complex vaguely echoes the neo-classic formula of form, base, shaft and crown, but at the same time honestly and functionally uses fenestration where needed.

In addition to the building, the equipment itself is significant, not only because included are the last operating examples of the vertical Curtis turbine, but also an improved horizontal Curtis turbine installed ten years later. The Georgetown Plant and its equipment are a unique working demonstration of early 20th Century electric power generation technology.

Issued 29 July 1981


Earl D. Layman
City Historic Preservation Officer

EDL:gaj

ORDINANCE 111884

AN ORDINANCE relating to historic preservation, imposing controls upon the Georgetown Steam Plant, a Landmark designated by the Landmarks Preservation Board under Chapter 25.12 of the Seattle Municipal Code (Ordinance 106348).

WHEREAS, the Landmarks Ordinance, Chapter 25.12 of the Seattle Municipal Code (Ordinance 106348), establishes a procedure for the designation and preservation of structures and areas having historical, cultural, architectural, engineering or geographic importance; and

WHEREAS, The Landmarks Preservation Board after a public hearing on May 16, 1979, voted to approve the nomination of the Georgetown Steam Plant in Seattle as a Landmark under Code Chapter 25.12; and

WHEREAS, after a public hearing on July 15, 1981, the Board voted to approve the designation of the Georgetown Steam Plant as a Landmark under Code Chapter 25.12; and

WHEREAS, on November 18, 1981, the Board and the owners of the designated property agreed to controls and incentives; and

WHEREAS, the Board recommends to the City Council approval of controls and incentives; Now, Therefore,

BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

Section 1. That the designation by the Landmarks Preservation Board of the Georgetown Steam Plant more particularly described as:

That portion of Tracts A, B, C and D, Queen Addition to the City of Seattle supplemental, according to the plat thereof recorded in Volume 10 of plats, page 29, records of King County, Washington, described as follows:

Beginning at the northwest corner of said Tract A; thence along the northwesterly line of Tracts A and B North 57°33'42.1" East 173.78 feet; thence South 32°27'58.4" East 361.60 feet to the South line of said Tract D; thence along the South line of said Tracts B, C, and D South 66°37'59" West 228.32 feet; thence North 37°39'06.5" West 220.04 feet to the West line of said Tract A; thence along said West line of Tract A North 1°26'38.3" East 128.257 feet to the point of beginning.

1 as a Landmark based upon satisfaction of the following criteria
2 of Code Section 25.12.350:

- 3 1.) It is associated in a significant way with a signifi-
4 cant aspect of the cultural, political, or economic
5 heritage of the community, city, state or nation; and
6 2.) It embodies the distinctive visible characteristics
7 of an architectural style, or period, or of a method
8 of construction;

is hereby acknowledged.

9 Section 2. The following controls upon alteration of the
10 landmark are hereby imposed.

11 A Certificate of Approval must be obtained or the time for
12 denying a Certificate of Approval must have expired before the
13 owner may make any significant changes that would involve
14 alterations to or deterioration of the following features of the
15 Plant: The entire structure, all existing parts of the entire
16 steam producing and electricity generating systems within the
17 Plant, including all mechanical and electrical components,
18 supports, auxiliary machinery, and such decorative features as
19 original meters, panels and gauges. Any in-kind maintenance
20 and repair of the above features and characteristics shall be
excluded from the Certificate of Approval requirement.

21 Section 3. Enforcement of this Ordinance and penalties
22 for its violation shall be as provided in Section 25.12.910 of
23 the Seattle Municipal Code.

24 Section 4. The City Clerk is hereby directed to record this
25 ordinance with the King County Director of Records and Elections,
26 deliver two copies to the City Historic Preservation Officer,
27 400 Yesler Building, and deliver one copy to the Director of
the Department of Construction and Land Use.

Section...5... This ordinance shall take effect and be in force thirty days from and after its passage and approval, if approved by the Mayor; otherwise it shall take effect at the time it shall become a law under the provisions of the city charter.

Passed by the City Council the 10th day of September, 19 84,
and signed by me in open session in authentication of its passage this 10th day of
September, 19 84.

[Signature]

President of the City Council.

Approved by me this 17th day of September, 19 84.

[Signature]

Mayor.

Filed by me this 18th day of September, 19 84.

Attest: *[Signature]*
City Comptroller and City Clerk.

(SEAL)

Published.....

By *[Signature]*
Deputy Clerk.

Table A1
SUMMARY OF AIRCRAFT OPERATIONS FORECAST BY AIRCRAFT CATEGORY -
RECOMMENDED DEVELOPMENT PLAN
King County International Airport Master Plan

Category	Actual 1994	Forecast 2015
Single Engine Piston	286,548	303,256
Multi-Engine Piston	42,864	57,311
Turboprop	25,231	29,202
Turbojet	48,044	84,145
Helicopter	20,117	28,086
TOTAL OPERATIONS	422,804	502,000

Source: KCIA Development of Alternatives Technical Paper, Alternative 4-Balanced Growth

Landside/Preferred On-Airport Land Use Plan

Because of the airport's constrained site and the lack of significant airside alternatives (the airport will retain its basic runway/taxiway configuration), the landside considerations at KCIA are the focus of the Recommended Development Plan proposal. The landside refers to all of the land uses on airport property that are outside of the areas which are reserved for the runway, taxiway and approach obstruction free areas.

The overall objective of a landside development plan at an airport is the provision of a development concept which allocates development sites for preferred development types in consideration of the mission statement for the airport, forecast demand, and runway/taxiway/airspace obstruction criteria. In addition, compatibility with surrounding land uses (both on-airport and off-airport) is a critical site layout and design aspect. The landside considerations for the Recommended Development Plan include aircraft parking aprons, hangar development areas, industrial aviation use areas, air cargo facilities, terminal functions, auto/truck access and parking, along with non-aviation uses.

As stated previously, demand will play an important role in defining the actual use of the airport's land. In light of the airport's role and forecast demand, the following description identifies the on-airport land use plan recommended for airport management to use in directing future development.

from the current aviation use (such as a brewery requiring large amounts of water, or a manufacturing plant requiring large amounts of power), these services might have been critical.

Earth Work

No major grading, excavations or fills are expected with any of the alternatives and no seismic problems are anticipated. Impacts to earth are expected to be insignificant. Proposed capital improvements, including new buildings, are discussed in the Financial Implications and are linked to the Potential for Encountering Contamination section.

Historical sites

The known historic resources-listed on the National Register of Historic Places at KCIA are the City Light Steam Plant, located at the north end, and the "Red Barn" where the museum of flight is located, at the southwest edge of the airport. None of the alternatives would impact these sites. Other eligible sites have not been identified.

Airspace Management

The airspace within which KCIA operates is among the most densely used in the nation. Air traffic utilizing Auburn, Renton, Sea-Tac, and KCIA must be coordinated by FAA Seattle Center, and the respective airports' air traffic control towers (Auburn does not have a tower). The greatest coordination takes place with the interaction of KCIA and Sea-Tac aircraft arrivals and departures. These interactions have required development of air traffic control procedures unique to the region. Increases in operations at KCIA (and all the airports involved), may increase the work load on facilities and personnel of the air traffic control system and the need for efficient and coordinated procedures.

Draft for Distribution and Comment

Summary

Table 11 provides a comparison of the alternatives for the issues addressed on this section.

While the nature of the material makes it hard to rank the alternatives, the following statements can be made:

- *Surface transportation* is not expected to exceed capacities for any alternative, although some alternatives may require roadway improvements. However, all of the alternatives will have the potential for some impact. The highest impact is from Alternative 2; the lowest impact is from Alternative 6.
- *Air Quality* for the region is at attainment. Additional airplane, truck traffic, and ground support equipment may locally increase pollutant emissions at KCIA. These increases are not expected to significantly impact the air quality of the area. The highest impact is from Alternative 2; the lowest impact is from Alternative 6.
- *Land Use* is compatible with current designations, however residential areas will continue to be impacted. The highest impacts are from Alternatives 2, 3, and 4; the lowest impacts are from Alternative 5 and 6.
- *Natural Environment* is not impacted by alternatives as long as BMP's are maintained. No prime and unique farmlands, Section 4(F) lands, wetlands, wildlife habitat, or floodplains would be impacted with the alternatives. De-icing Pads will be included in all alternatives.
- *Utilities and Services* (i.e. main infrastructure items serving the airport) are generally adequate for all alternatives. Incremental improvements related to each alternative are included in the Financial Implications section.
- *Earth Work* is not expected to be significant.
- *Historical sites* where known, are not impacted.
- *Airspace Management* continues to need integration with Sea-Tac.

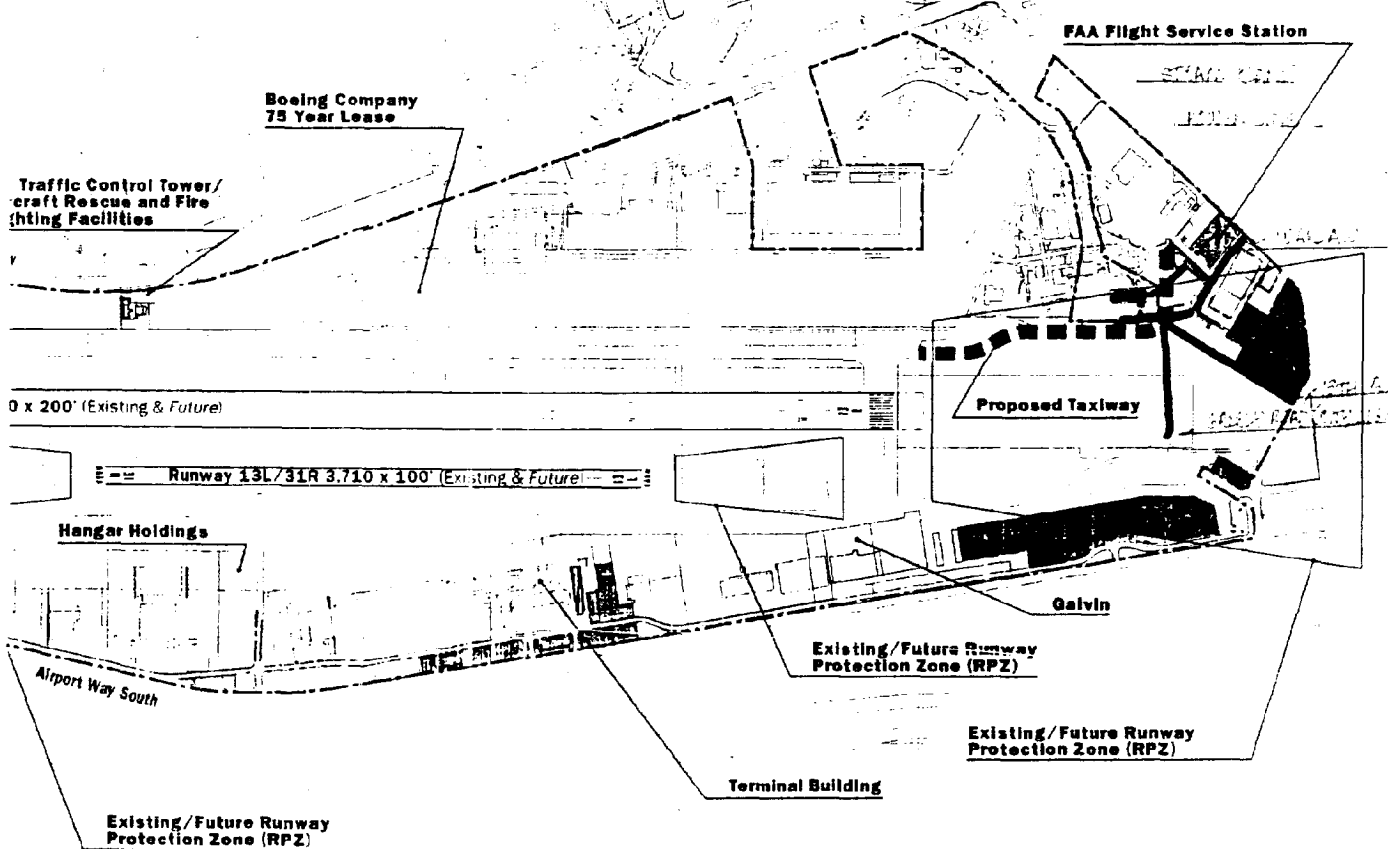
Supplemental; thence easterly along the northerly along the northerly line of Tract "G" of said Queen Addition to the City of Seattle, Supplemental, to a point where said line is intersected by the southwesterly line of the former right of way of the Oregon and Washington Railroad and Navigation Company, from which point the northeast corner of Tract "H" bears South $89^{\circ}53'56''$ East, a distance of 144.69 feet; running thence South $43^{\circ}27'31''$ East along said right of way line 28.53 feet to a point of curve; thence continuing along said right of way line, along a curve to the left having a radius of 1463.00 feet, a distance of 233.98 feet to a point; thence South $39^{\circ}01'$ East deviating westerly from said right of way line, a distance of 52.975 feet to a point of curve; thence on a curve to the left having a radius of 280.53 feet, a distance of 225.11 feet to a point of intersection with the said right of way line; thence South $60^{\circ}37'47''$ East along said right of way line to a point of intersection with the southerly line of said Ada M. Blackwell Tract; thence westerly along the southerly line of said Ada M. Blackwell Tract to the southwest corner of said Ada M. Blackwell Tract; thence South $51^{\circ}00'$ West to the northerly line of the northerly half of the filled bed of the Duwamish River; thence continuing South $51^{\circ}00'$ West 143.26 feet to the southerly line of the northerly half of the filled bed of the Duwamish River; thence North $70^{\circ}00'$ West 115.00 feet along said southerly line; thence West 170.00 feet along said southerly line; thence South $57^{\circ}41'06''$ West 500.00 feet along said southerly line; thence South $69^{\circ}35'00''$ West along said southerly line to a point which bears South $33^{\circ}36'10''$ East from the point of beginning; thence North $33^{\circ}36'10''$ West 514 feet, more or less, to the point of beginning; except any portion thereof in 15th Avenue South as conveyed to the City of Seattle by deed recorded June 29, 1916 under Auditor's File No. 1068628.

At the Hearing held on 15 July 1981 the Seattle Landmarks Preservation Board voted to approve the designation of subject property as a City of Seattle Landmark based upon satisfaction of the following criteria of Ordinance 106348:

The features and/or characteristics to be preserved include:

The entire structure, together with preservation and maintenance of the pumping station, the discharge flume and easements necessary for plant operations; and, further, maintenance in working order of all existing parts of the entire steam producing and electricity generating systems within the plant, including all mechanical and electrical components, supports, auxiliary machinery and such decorative features as original meter, panels and gauges, including also the Greely Substation.

Designation was approved based upon satisfaction of the following criteria of Ordinance 106348:



**INTERNATIONAL AIRPORT/
MASTER PLAN** Boeing Field